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1.00 " " 2.00 " " 10 " "  
2.00 " " 3.00 " " 10 " "  
3.00 " " 4.00 " " 10 " "  
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CANTON (at the 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## THE RUBBER SLUMP. PRESENT POSITION AND FUTURE PROSPECTS. NOTES AND SUGGESTIONS BY AN EXPERT.

The *Strait Times* has been favoured with the following notes by one of the most widely recognised authorities in the Rubber Industry. They cover the whole situation and are the most sane and temperate statement we have seen. There is not a word that one feels in the least disposed to criticise.

As we said in an article the other day, says the *Strait Times*, there is a great deal of utterly wild and futile talk about remedies for the present grave position, and it is within our knowledge that these are most seriously delaying the application of practical measures, and producing a conviction that the industry has no policy, and that any attempt to help it will lead to endless wrangling.

In conditions such as these there is but one sane thing to do—pick out half a dozen of the best men in the business and empower them to act. Trust them. There are scores of estates, and what is best for one may be only second best for another but second best is better than ruin. It is impossible to legislate for individual cases. The broad general interests of the world industry are what must be considered, and the business of the half dozen would be to act for them. We have printed some contributions almost reluctantly and we have sent others back, simply because they were more likely to be harmful than helpful. If everybody who owns a pen and a few sheets of paper is determined to darken counsel by circulating fantastic ideas, the fate of the rubber industry is sealed. But a committee of cool-headed, far-sighted men, with the help of a sympathetic Government, can tide over the crisis, and surely it is every planter's interest to see this done. We give the notes below:—

### CAUSES OF SLUMP.

These are so complicated that it does not seem desirable to waste time in trying to elucidate them. That the slump came so suddenly, and apparently unexpectedly, is, to my mind, indication that no effective organisation exists for the control of the industry. That is a matter which demands the immediate attention of those bodies who pretend to exercise control.

### THE PRESENT POSITION.

The facts of the present position are that the price of plantation rubber is about 40 per cent. less than the average cost of producing it (say 50 cents); that world's stocks are too high, and are increasing daily.

### STOCKS.

There is undoubtedly a lack of reliable statistics relating to world's stocks, and the following figures compiled in Singapore must be accepted with some reserve. The figures are an estimate of the position at end of November.

Stocks in London	Tons
Stocks in Singapore	40,000
Stocks in transit	25,000
	50,000 Tons.
At New York, in transit within U.S.A. and manufacturers' invisable stocks, say	100,000
Total	215,000
Monthly exports from F.M.S. and S.S. 3 months January-March at normal rate of production—	35,000
Less 25 per cent. production	8,750
Actual	26,000

If the productions ceased in F.M.S. and S.S. for 3 months, the world's supply would be reduced by say 76,000 tons. I do not agree with these figures. I put Malayan production at present at 12,500 tons monthly.

### CONSUMPTION.

In 1919 America imported about 234,000 tons. Assume a similar consumption for:	Tons.
First half of 1920	117,000
3rd quarter 60 per cent. of this rate say	30,500
4th quarter 40 per cent. of this rate say	20,500

Estimated imports for 1920 ..... 170,000  
Surplus of imports over requirements ..... 90,000  
or say 1-3rd of 1921 requirements.

### PROSPECTS.

The immediate prospects are far from being hopeful. It has been stated that, since October, America has been consuming only 40 per cent. of her normal requirements.

We hear that American tyres are being dumped in Britain to an extent that is causing British manufacturers to reduce output, and, in some cases, to close down altogether.

Germany cannot, at present exchange rates, afford to buy rubber, and this exchange factor is also affecting France, Austria, and other countries in Europe. Russia is in a hopeless condition from a trade point of view, and, altogether, the prospects of an early appreciable increase in the world's consumption of rubber is not such as to engender optimism.

### NEED FOR ACTION.

Even if some of these figures and statements are a little wide of correctness, there is ample evidence that, if the rubber growing industry is to be saved from disaster, something drastic must be done, and done quickly.

### METHOD OF ACTION.

The only remedy is to reduce world's stocks by keeping rubber off the market. This can be effected in any one of 3 ways, by combination, by competition, or by compulsion.

Of these ways, combination is, to my mind, far the best, but, on account of the diversity of controlling interests and lack of organisation, such a course is almost impracticable.

There is no doubt of the soundness of combination, and it must come if the industry is to exist and thrive, free from shocks and panic.

Compulsion would remedy the position, in time, and I should not like to argue that it would not be best for the industry in the long run, but it would spell ruin to many; would involve Government in temporary financial loss directly and indirectly, and would lead to chaotic conditions generally.

Compulsion is, to my mind, the least desirable of the possible remedies. It is unsound because the need for enforcing it implies a pitiable lack of unity, organisation and co-ordination, which should exist. It is to be deprecated because it carries with it the moral obligation of Government to those who are not financially able to see a crisis through. Compulsion is, in fact, the bolstering up of lame ducks who have failed to run their businesses on sound lines.

All that, notwithstanding, I feel that, in the present condition of affairs, restriction of output by compulsion is the only remedy—unsound though it may be—which is likely to be effective.

Should restriction be resorted to in this country, it is of the greatest importance, almost essential to success, that other rubber growing countries take similar, or equally drastic action.

Malaya to-day produces roughly one half of the world's rubber, and, although, as has been stated, Malaya is in a position to greatly influence the world's markets by individual action, the present position would be more quickly righted by universal effort.

### EXTENT AND METHODS OF RESTRICTION BY COMPUSSION.

It is apparent that the position calls for drastic measures, and I think the measure of restriction should be 50 per cent. of 1920 output. The Rubber Commission of 1918 recommended restriction then to a rate of 50 lbs. per acre per quarter.

A rate of 50 lbs. per acre per quarter, as a percentage of actual output for 1920, is as simple in the one case as the other. For that reason, I advocate a reduction of output to 50 per cent. of 1920 actual crops.

### DURATION OF RESTRICTION.

I suggest in the first instance 6 months January-June, 1921. The time could be extended and the percentage altered, if necessary.

### EXEMPTION.

I would exempt from the operation of any law the owners or holders of all areas of 25 acres or under. Such owners are, mostly, illiterate, and their inclusion would involve a large amount of labour while their exclusion would have no appreciable detrimental effect on the situation.

### METHOD OF CONTROL.

All estates of over 25 acres would be asked to submit return of actual crops for each of the 6 months of January to June 1920 and would be granted licences or permits to export 50 per cent. of these quantities at ordinary rates of duty. The licences or permits would be in such form as they would finally be collected at the wharves and would be checked by the authorities officers there with records by the producer in their possession showing what each producer was entitled to export. All quantities over 50 per cent. would be subjected to a prohibitive duty.

This simple method of control requires elaboration, but it could be made to meet the cases of most European-managed estates and many others.

For illiterate owners, licences or permits to export in the case of areas of over 25 acres could be issued by District Officers after investigation, with or without the aid of District Advisory Committees.

### GENERAL.

I would place no restrictions on producers as to how to reduce their output. Actual collection of crop cannot well be controlled thus; the rubber should be prevented from reaching the market by a prohibitive duty on the quantity to be restricted.

If producers wished to suspend tapping altogether on any month or months, the quantity they were entitled to export in these months would be carried forward.

### FINANCIAL ASSISTANCE.

The question of whom to assist, and how to assist them, presents difficulties. Many producers, and some of the largest, could struggle through by drawing on reserves.

Government might state the broad lines on which they would be prepared to consider giving assistance, and leave it to a Board of Official and Unofficial Members to consider applications and make recommendations.

### The broad lines might be:—

- 1.—No loan except on first charge on property.
- 2.—No assistance for areas under 3 years old.
- 3.—A condition for granting a loan on a property in being or areas in being to be that no rubber is produced for 6 months from the date of loan.
- 4.—Loans repayable out of first profits, if any, at least 50 per cent. of such being set aside for that purpose.
- 5.—The extent of loans not to exceed:
  - (a)—\$3 per acre per month for areas from 3 to 5 years old.
  - (b)—\$2 per acre per month for areas over 5 years.

### REPORT OF 1918 COMMISSION.

The Commission's report was more deeply into their subject than I think is necessary at this time.

The statistical position has changed greatly since 1918, and the figures then given are of little value now.

A declaration by producers of their stocks, harvested in respect of 1920, crop and not shipped is desirable. Government would be unwise to take any action in regard to price. If rubber is kept off the market, the price will right itself.

A Trust may be desirable, but its creation is outside the functions of Government.

## FIGHTING DISEASE IN INDIA. NEW DEPARTMENT.

It is understood that the Secretary of State's sanction has been received to the proposals of the Government of India for the creation of an imperial board of health to be known as the Central Health Board for strengthening the central organisation for combating epidemic diseases in India. It may be remembered that in 1919, the Government of India granted five lakhs of rupees to form the nucleus of a public health fund for the purpose of creating an organisation to investigate into and control epidemic diseases. The principal recommendations of a conference were (1) Creation of a Central Health Board; (2) Creation of the post of Director of Medical Research; (3) Creation of a post of Epidemiological Statistician; and (4) formation of a body of epidemiologists. This scheme, when put into operation, will give considerable impetus to medical research in India which is a subject of great All India importance. The Director of Research will, to some extent, relieve the overburdened shoulders of the Director-General of the Indian Medical Service, whose activities have enormously increased in recent years. The Epidemiological Statistician will have a bureau of his own which will analyse and interpret such statistics as will be presented to it and the Statistician will always maintain a uniform standard for the collection of vital statistics throughout the country. The function of the Central Board will be principally to advise the Government of India and the Local Government on technical matters and questions of public policy, referred to them by the Director of Research. The Institute will co-ordinate and direct medical research, and will be a connecting link between the researches carried on by the Research Fund Association, and researches undertaken by the Government of India. The personnel of the Board has not yet been finally settled.

## THE PANAMA CANAL. BEST FINANCIAL YEAR.

The Panama Canal has closed the best year financially in its six years of operation with an excess of \$2,387,500 in revenue over the expense of operation and maintenance.

Brigadier-General Chester Harding, Governor of the Canal Zone, predicts in his annual report that within a reasonable period of normal world conditions the Canal will earn an actual profit on its cost, which has been \$265,000,000 exclusive of expenditures for its military and naval defence. In the meantime, he adds, the Canal is performing an important commercial service by stimulating American trade with the west coast of South America and the Orient. More than twenty-five per cent. of the cargo handled through the Canal since its opening was in transit between the United States and South America, and fourteen and one-half per cent. was between the Atlantic Coast of the United States and the Orient.

During the year 2,745 vessels passed through the Canal, of which 2,478 were commercial transits. Tolls and other revenues amounted to \$2,825,871, while current expenses of operation and maintenance totalled \$2,548,373. The excess of revenue this year, reduced to \$2,387,500 the excess of operation cost and maintenance over revenue for the six years the Canal has been in operation.

At the rate of revenue this year it is expected that by 30th June, 1921, the collections for tolls and other canal revenues will exceed by a million dollars or more the total current expenses of operation and maintenance from the opening of the Canal to that date, after which the Canal authorities think there should be an annual surplus of five million dollars or more.

## CHEFALO AND PALERMO. WORLD'S MASTER MAGICIANS.

The art of magic has always made an irresistible appeal to the amusement-loving peoples of the earth, but when the art is performed by two of the world's greatest magicians, such as Palermo and Chefalo, lady and gentleman, the art, according to the critics of America and England and elsewhere, reaches the highest pinnacle. According to the *Magician*, "Italy has sent us many good magicians, but few so good as Chefalo and Palermo." Some of the leading English papers christened Chefalo "The King of the Magic Rings" and when he was appearing in London some time ago the editor of the *Daily Express* invited Chefalo to perform in that office among the staff, and the *Express* published a column eulogy of the marvellous feats performed by Chefalo heading the article with the words "Unequaled jugglery." Chefalo and Palermo, while on the stage, are always doing wonderful things, always deceiving the thousand eyes of the audience. Chefalo's personality is said to be as distinguished as Palermo's is charming. They are a perfectly matched couple in the magic world. Each works cleanly and brilliantly, and each helps to emphasise the other. That the greater part of their performance is quite novel is another outstanding fact in their success; for Chefalo is as clever an inventor as he is a magician. Most of the tricks, big and small, are his own creation—a unique thing even in the magic world. His tricks with the magical rings, for instance, has been performed before large audiences of mechanical experts in America and they have never failed to find out how he does them. First they are all single and then they are bound together in one great series of links and on most occasions among the

(Continued at foot of next column.)

## JAPAN-AMERICAN INCIDENT AT TIENTSIN. EXCHANGE OF NOTES.

### JAPAN CLIMBS DOWN.

We have to thank the American Legation, says the *Peking Daily News*, for the following text of notes exchanged between the American Department of State and the Japanese Embassy in Washington concerning the trouble between American soldiers and Japanese civilians in Tientsin in March, 1920.

JAPAN'S "SINCERE REGRETS."  
Japanese Embassy to Department of States:—

Washington, December 7th, 1920.

It has been brought to my attention that on the night of March 18th, 1919, an unfortunate melee took place between certain American soldiers and Japanese civilians. On the Japanese side three were badly wounded in the Japanese concession and seven others in the adjoining French concession. Amid the disturbances one American soldier was arrested in the French concession by the Japanese military and police authorities while another was seriously injured by the disorderly crowd and was also taken from that concession to the Japanese police station.

Shortly thereafter the American Consul-General visited the Japanese police station and in answer to the question which he had put to the chief of police he was given to understand that no American soldier was being detained at the station. The reply of the Chief of Police was admittedly incorrect and misleading since the American soldiers were actually there under detention. On the following day, March 19th, four American soldiers entered the premises of the Japanese Consulate-General at Tientsin and painfully assaulted without provocation an official of the South Manchurian Railway Company who happened to be standing at the entrance to the house.

It would not be necessary to describe further particulars of the incident. The whole controversy is regrettable and in the belief of the Japanese Government it should be speedily brought to a friendly settlement, each government being ready to do justice to the other.

Accordingly under authorisation of my Government I have the honour to tender to the Government of the United States an expression of sincere regret for the illegal arrest of American soldiers by the Japanese authorities at Tientsin and for the untrue statement of the Chief of the Japanese Police at Tientsin in reply to the American Consul-General as to the presence of soldiers detained in the Japanese police station on the night of March 18th, 1919.

AMERICAN HYPOTHETICAL STATEMENTS.  
Department of State to Japanese Embassy:—

Washington, December 8th, 1920.

In acknowledging the receipt of your Excellency's Note of December 7th, 1920, concerning the unfortunate incident which occurred at Tientsin on the night of March 18th, 1919, between certain American soldiers and Japanese civilians and soldiers, resulting in injuries to individuals on both sides, I have the honour to accept, on behalf of the Government of the United States, the expression of sincere regret so frankly tendered by you on behalf of the Japanese Government for the illegal arrest of American soldiers by the Japanese authorities at Tientsin and for the misleading statement made by the Japanese Chief of Police at Tientsin in reply to the American Consul-General as to the presence of American soldiers detained in the Japanese police station on the night of March 18th, 1919.

In connection with the incident which occurred on the following day, March 19th, when American soldiers entered the premises of the Japanese Consulate-General at Tientsin and struck without provocation an official of the South Manchurian Railway Company who happened to be standing near the entrance of the house, I have the honour to accept, on behalf of the Government of the United States, to repeat to the Japanese Government the expression of sincere regret for this incident which was originally conveyed to the Intelligence authorities by the Commanding Officer of the American Military at Tientsin at the time it occurred. I would further express the sincere regret of this Government if on the night of March 18th any American soldiers were present in the Japanese concession contrary to the strict orders of the American military authorities.

(Continued at foot of next column.)

## TRADE REVIEW IN 1920.

### EXCHANGE.

The following table compiled by Mr. C. A. de Roze illustrates the fluctuations of Exchange during the year:

	1920	1919	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900
Average Rate Dec. (1920) (Approx.)	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Highest	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Lowest	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average Rate (1920) to date (Approx.)	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Highest Rate (1920) to date (Approx.)	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Lowest Rate (1920) to date (Approx.)	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

audience in the stalls or circle in front of their eyes. The stage settings are rich in the extreme and Palermo's dressing is gorgeous to a degree. The seats for the season here can be booked daily at Montreux, where early application is desirable. Chefalo and Palermo open at the Theatre Royal on Saturday, January 8th, for a short season.



# ALLEGED THEFT OF SHIP'S CARGO.

## ACCUSATIONS OF CONSPIRACY AND FALSIFICATION OF BOOKS.

### OVER THREE THOUSAND DOLLARS INVOLVED.

A case of much importance to shipping interests was heard by Mr. G. N. Orme at the Magistracy yesterday afternoon. A ship's tallyman and two tallymen employed at Holt's Wharf were charged with larceny of goods valued at \$3,500, and a broker, with premises at No. 3, Tung Man Street, Hongkong, was charged with receiving the goods, knowing them to have been stolen. All the defendants were Chinese.

Mr. D. J. Lewis appeared for the prosecution; Mr. J. M. Hall represented the first defendant; Mr. D. H. Blake the second; Mr. D'Almeida the third, and Mr. A. H. Crew the fourth, the alleged receiver.

Before opening the case, Mr. Lewis intimated that charges would also be preferred against the first three defendants of falsification of accounts, and against the first and third, alternative charges of being accessories before the event.

Mr. D'Almeida said that if new charges were to be brought, he must ask for an adjournment.

Mr. Lewis said the evidence was all bound up with the facts of the principal charge. If the defendants were committed for trial it would be open to the Attorney-General to prefer other charges.

Mr. D'Almeida hoped no evidence would be taken now relative to new charges.

### CASE FOR THE PROSECUTION.

In opening the case for the prosecution, Mr. Lewis said the first defendant was the godown keeper at No. 3, godown, Holt's Wharf; the second was the head ship's tallyman; the third was assistant to No. 1, and chief tally clerk at No. 3 godown. All three, therefore, held positions of trust. The fourth defendant was described as a broker and was charged with receiving the goods, knowing them to have been stolen. The second defendant was in charge of all the tallymen, and his duty was to supervise the tallying of all cargoes, to collect tally sheets and ultimately to hand over to the proper officer the completely tallied copy of the ship's tally. The tally sheets were in duplicate, one for the purser and one for Holt's Wharf.

### THE ALLEGED PLOT.

Just before the *Hermes* commenced discharging her cargo at Christmas, the second defendant was alleged to have approached the second and third defendants and said: "When this cargo is out-turned, I will not enter in my tally certain cases, and we will get away with them." What in fact happened, said Mr. Lewis, was this: The whole of the cargo was tallied from the ship into the godown, No. 1 tallyman (the second defendant) had obtained some blank tally sheets and filled them in, leaving out certain cases which appeared on the original sheets. In regard to boxes of a certain mark, for example, he would put down 1-4 instead of 1-5, leaving two unaccounted for. He then destroyed the first sheets and handed in the new ones. The latter were signed with the name of a tallyman who did not exist.

### ERASURES IN THE TALLY BOOK.

After having forged these sheets, the second defendant went to the first defendant and gave him the numbers of the packages which had been omitted from the tally sheets. The first defendant, (the No. 1 godown man) then, with the knowledge of defendant No. 3, Mr. Lewis claimed, fraudulently altered the godown tally book. The cases which formed the subject of the charge were: two cases of piece-goods consigned to Messrs. Jardine, Matheson & Co.; two cases consigned to Messrs. Bradshaw & Co.; and three bales of blankets consigned to Messrs. Jardine, Matheson & Co. In the tally book the numbers and distinctive marks of each package expected to be on the ship was shown and, whilst the third defendant called out these numbers from the packages, it was the duty of the first defendant to put a ring round these items in the tally book, thus checking their delivery through the door-way of the godown. In the cases of the packages just referred to the rings had been erased, the surface of the paper was gone, and the numbers had been re-written in, so that they now appeared unringed.

But for the efforts of the police, said Mr. Lewis, the outcome would probably have been that these erasures would have escaped notice, the tally sheets handed in by the second defendant, and the tally book itself, would have agreed in showing that these particular cases and packages had been "short landed," whereas in fact they were not so. A claim would have been made against Holt's Wharf, and after

sending out the usual cargo tracer and finding that the goods had not been mislaid, landed at some other port, Holt's Wharf would have paid the claim, which in this case would have been about \$1,500.

### THE ALLEGED RECEIVER.

Tracing the further movements of the packages, Mr. Lewis said that after these arrangements had been made between the first, second and third defendants, the first defendant approached the broker (the alleged receiver). He gave the latter a chit (unsigned) which contained descriptions of just those packages and bales (and no others) which formed the subject of the charge. He told the fourth defendant to come to Holt's Wharf and take them away; that he had not known the contents, but that the fourth defendant could open them and then say what he would give for them. This was duly carried out and shortly afterwards the police, acting on information, visited the premises of the fourth defendant and found him engaged in unpacking the goods and putting them into different boxes. He was arrested and the police obtained from him the chit, which he said he received from the first defendant.

In conclusion, Mr. Lewis remarked that the case was regarded as a serious one for several reasons. As the Court knew, pillage of cargo was very prevalent all over the world, and particularly in Hongkong. The amount involved was considerable, and the men concerned, as to three of them, were in positions of trust. As to the fourth, if there were no receivers there would probably be no thieves. He asked his Worship, if satisfied that a prima facie case had been made out, to commit the defendants to the Sessions.

### EVIDENCE BY THE WHARF MANAGER.

Mr. Chan Butler Biggs, manager of Holt's Wharf, then gave evidence bearing out Mr. Lewis's opening statement as to the methods of checking goods from ship to godown and as to the apparent tampering with certain entries. He added that as a result of a report made by the police on December 28th the whole staff of No. 3 godown were sent for, with all documents in their charge. These did not include a delivery note duplicate with regard to the packages found in Tung Man Street. In the end the first and third defendants were handed over to the police.

In cross-examination Mr. Biggs said he could not say the tally sheets were incorrect only in respect of the goods forming the subject of the present charge; the firm had other cargo short-landed. Sergt. Stimson spoke to the arrest of the fourth defendant at Tung Man Street. Cross-examined by Mr. Crew: The defendant produced the chit giving particulars of the cases, without hesitation, and made no attempt to run away.

### THE DEFENDANTS' STATEMENTS.

The Chinese official who took down the defendants' statements in the charge room translated them to the Court. The first said: "I conspired with the tallyman to 'swindle' the goods from the steamer." The second said: "I took no part in the theft." The third made a long statement giving a full account of the affair. The fourth denied that he received the goods feloniously.

Mr. Hall said the first defendant denied that his words bore the meaning put upon them.

The case was adjourned until Saturday when Mr. Lewis intimated that the case for the prosecution would be completed.

### PEKING AND CANTON.

#### A POLICY OF "WAIT AND SEE."

According to official sources, says Renter's correspondent at Peking, the Tachue of Fukien, Chekiang and Shensi are in daily communication with the Central Government, which, it is believed, they will support. Hunan and Kweichow have nominally thrown in their lot with the Southern Confederation, owing to fears of reprisals, but the Government is assured of their sympathy.

Thus, only Canton and Yunnan are actually opposed to the North. There is also a want of harmony among the Southern provinces. Wang Pei-chun, the Yunnan representative at Canton, has been recalled to Yunnan, and that there is disagreement between Dr. Sun Yat-sen and Tang Shao-yi is evidenced by the fact that the latter has left for home.

There is official authority for stating that the Central Government does not intend to take active measures against Canton, preferring to let the new administration there run its course.

### FIRST SNOW IN NEW YORK.

A wireless message from New York dated December 7th said: "The city is removing from its streets the first snow of the winter. Eight thousand men are working with shovels to clear the way for traffic."

# NEW YEAR PARTY'S DISCOVERY.

## THE MAN FOUND UNDER THE TABLE.

### FURTHER EVIDENCE.

The charge against the French-speaking Chinese of being found under suspicious circumstances at the house of Mr. F. Dubois, 38, Morrison Hill Road, in the early hours of New Year's Day, again came before Mr. G. N. Orme, at the Magistracy, yesterday.

Evidence was given by the house boy at present employed by Mr. Dubois. The defendant was in such haste to interrupt him that he broke out into Chinese, a language which he declared the previous day he could not speak.

The witness declared that the defendant did not come to the house by his invitation. He found the defendant, key afterwards under the dining-room carpet. The defendant: The key belongs to him.

Addressing the Magistrate (in Chinese, though it would have been more complimentary to have used his French) the defendant said he was a naturalised Frenchman, born in Saigon; he did not fear a death-sentence nor what the newspapers might say about him.

The Magistrate: I don't think you need fear those things. Mr. Orme added that he would remand the case for a few days and perhaps the French Consul would take the matter up, and make arrangements to send him home. He supposed the defendant's mentality was sound. It might be possible to reduce the charge, but the presumption, when a man was found under a table in the small hours of the morning, was that he was there with felonious intent.

Sergt. Kelly: Yes, if he wanted to sleep there, he had the servants' quarters to go to. The defendant: The servants had no room for me and told me to go into the dining room.

### THE MAGISTRATE: That is ridiculous.

The defendant: I have been to France and I know London and also America.

The Magistrate: That does not ensure your being honest.

The defendant: I have testimonials. Asked if he knew anyone in the Colony, he said he had served the manager of the French Bank and was known at the "Archer House Hotel."

The Magistrate: The case is finished, but I will give a remand for two days in police custody to see if anyone will speak for the man, or if the French Consul wishes to take charge of him.

# CONSTITUTIONAL REFORM IN BURMA.

## DYARCHY TO BE APPLIED.

The Secretary of State for India in Council has decided to bring Burma within the provisions of the Government of India Act, 1919, by constituting it "a new Governor's province."

This important decision will set at rest an agitation which has been active in Burma since the first publication of the Bill passed at the end of last year.

In the spring of this year the Government of India submitted to the Secretary of State a scheme of reform for Burma more liberal than that originally proposed by the Lieutenant-Governor (Sir Reginald Craze), but retaining its essential features. In these the transfer of administrative responsibility to Indian subjects was a prominent feature. Many public meetings in Burma condemned the scheme as inadequate, and the claim for the adoption of dyarchy was pressed by a deputation at home.

This claim and the Government of India proposals were referred by the Secretary of State to a special India Office Committee, and after considering its conclusions the Council of India has decided in favour of the application of Section 16 of the Act, under which the Governor-General in Council may, by notification, with the sanction of his Majesty, constitute a new Governor's province.

A notification to this effect will be made at an early date. But it should be noted that the detailed scheme to follow will not necessarily be identical in all respects with that now being introduced in the eight other provinces to which the Act applies. The Governor-General has a discretionary power to apply, "with such modifications as appear necessary or desirable," all or any of the provisions of the Act relating to Governor's provinces.

### A CELESTIAL HOWLER.

Being requested to telegraph funds to a town in Germany, the girl behind the counter at the Post Office had to consult the P.O. Guide. After a long and fruitless search it was suggested to her that she was not likely to find the town in the section devoted to the Celestial Empire where she was looking. "Not under China!" she retorted. "You said Dresden, didn't you?"

# HONGKONG RIFLE LEAGUE.

## HONGKONG POLICE H.M.S. "HAWKINS."

The following is the result of a match shot off at King's on Sunday, January 2nd, between the Hongkong Rifle Club and H.M.S. "Hawkins." Towards the finish, slight rain made shooting rather difficult, and the wind also freshened. The following are the results, which show a win for the Police Rifle Club after a good fight to the finish between the two teams:—

H.K. POLICE RIFLE CLUB.	200.	500.	600.	Total.
Mr. Marshall	39	38	43	117
Hutchings	41	37	37	105
Carpenter	43	31	37	111
Booker	40	33	36	109
Evans	39	40	37	116
Houlihan	39	34	41	114
Perkins	41	43	40	124
Wilson	38	47	40	125
Total	631			

### H.M.S. "HAWKINS."

Mr. Beauchamp	43	39	37	119
Bond	36	45	36	117
Miller	39	43	37	119
Davies	38	39	36	107
Chapman	43	34	35	112
Binoh	38	39	38	115
Charlesworth	40	41	38	119
Townbridge	33	39	38	110
Total	690			

### RIFLE SHOOTING.

A friendly match was shot off at Stonecutter's Range, on Sunday afternoon, January 2nd, between H.M.S. *Titanic* and Dockyard Recreation Club, 10 each side, best 8 scores to count. The result was a win for H.M.S. *Titanic* by 40 points. Scores:—

H.M.S. "TITANIC."	200.	500.	600.	Total.
Mr. Jackson	38	41	39	118
Puckett	31	42	39	110
Smith	32	39	37	108
Edmonds	32	32	33	97
Lapsley	34	40	31	105
Slagworth	33	35	32	100
Pantong	33	35	32	100
Blackford	31	25	28	84
Total	800			

### DOCKYARD RECREATION CLUB.

Mr. Pritchard	38	41	33	112
Seaton	45	32	31	108
Drew	39	40	21	100
King-Salter	38	38	19	95
McGugan	38	32	21	91
Johnston	35	28	24	87
Crocker	45	26	17	88
Middis	20	32	20	81
Total	760			

### FOOTBALL.

#### LEAGUE TABLE.

##### 2nd Division.

Below is the result of the Second Division League up to December 18th, 1920:—

Clubs.	P.	W.	D.	L.	F.	A.	P.
St. Joseph's	6	7	0	1	27	5	14
R.C.A. Res.	8	7	0	1	23	8	14
United F.C.	8	4	1	3	16	15	9
Kowloon Res.	8	3	3	2	13	12	9
Oilers United	9	4	1	4	18	12	9
Indians	9	4	0	5	14	19	8
Staff and Depts.	7	3	1	3	14	11	7
South China	9	3	1	5	16	17	7
Carlisle	4	3	0	1	8	4	6
Hongkong Club	9	2	0	6	9	13	6
Pugethis	9	2	0	7	8	40	4
Club de Recreo	8	1	1	6	11	21	3

### CHINESE AND THE SURTAX.

#### MERCHANTS' FEAR OF A STRIKE.

General Ho Fengshang, Military Governor of Shanghai and Szechuan, is endeavouring to aid the Chinese merchants in Shanghai as much as possible in their fight against the proposed goods surtax.

It will be remembered that some days ago the merchants held a meeting in the Chinese General Chamber of Commerce and requested the chairman of both the General Chamber and the City Chamber to approach the Government to secure his support in their opposition. This request was eventually carried out, and it is learned that General Ho has telegraphed to Peking in the following terms:

"I have been approached by the chairman of both the Chambers of Commerce with regard to their opposition to the goods surtax. They inform me that the ground for their opposition is based on the depreciated exchange. The price of goods has fallen, but the goods are stocked away in godowns simply because customers refuse to buy, regardless of the low price. Insurance, godown charges, and interest amount to no small sum. Bankruptcies and merchants' absconding are every-day occurrences. Should the government enforce a new tax, they—the merchants—would have no other alternative but to quit their business and starve."

It has been decided that if the Government refuses to take heed to this demand, the merchants will strike on and from January 1st.

Shanghai merchants have done much in the way of voluntary contributions, even before approached by the Government. As an illustration, they have promised \$200,000 for relief work.

Therefore, in view of the above, I would request you to reconsider your former decision."

The Chinese press has published a telegram stating that the Government has now decided to postpone the enforcement of the tax for a period of three months.—*H.K. Daily News.*

# READY FOR SERVICE CLOTHING FOR MEN

TWEED	AND	SMART
SUITS		OVERCOATS
GOLF		MOTOR
COATS		ULSTERS
FLANNEL		TWEED
JACKETS		JACKETS
AND		AND
TROUSERS		KNICKERS



READY-TO-WEAR GARMENTS will be the feature of a special display at Lane Crawford's during January. The Garments we offer are equal in every respect to the finest-bespoke work, special care being exercised to prevent any resemblance to a Ready-made Garment and L. G. & Co. take this opportunity of inviting every man who appreciates the mental, commercial and social value of Fine Attire to pay a visit of inspection during this special show.

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**DOBBIE MCINNESS IMPROVED**  
**BOURDON STEAM PRESSURE AND**  
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6" 7" and 8" from 200 lbs to 500 lbs.  
Sole Agents for Hongkong and South China.  
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**"BROADWOOD"**  
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(With New Patent Steel Barless Frame).  
A REVELATION IN  
TONE, TOUCH & DESIGN.  
**The Anderson Music Co., Ltd.**

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TELEPHONE 348.  
**ANNOUNCE SPECIAL**  
**CLEARANCE SALE**  
OF  
**LADIES' and CHILDREN'S**  
**BOOTS and SHOES.**  
Commencing  
**MONDAY, January 3rd,**  
FOR  
**ONE WEEK ONLY**  
HUGE REDUCTIONS  
GENUINE BARGAINS







## CABLES.

## LATEST CABLES.

(THROUGH RUSSIA'S AGENCY.)

GERMAN DISARMAMENT.  
GERMANY'S REPLY TO FRANCE'S  
ACCUSATIONS.

BERLIN, January 3rd.

The French Note to Germany complains of the non-fulfilment of the disarmament clauses. According to the Spa protocol of July 9th, the time-limit of which is expiring, it is declared that, as stipulated, arms have not been surrendered, a certain number of self-defence organisations have not been disbanded and the delivery of the surplus war material has not been completed. Systematic resistance has been offered as regards the execution of the serial clauses of the Treaty and aeronautic material which should have been destroyed by August 31st was not yet destroyed.

The German Government, replying as a matter of course, declares that the obligations have either been fulfilled, or, if unfulfilled, the exact fulfilment has been impossible. The latter alternative includes the non-disbanding of local forces in East Prussia and Bavaria. The reply alleges that conditions there do not permit of a rapid procedure, and asserts that Germany does not desire to withdraw from the Spa obligations.

BERLIN, January 4th.

The replies have been published of the Ambassadors' Conference to the German Notes of December 4th and 14th against the Inter-Allied Control Commission's decisions as regards the armament of fortresses on the North Sea, the equipment of the police with air materials, and the formation and training of squadrons for police. The Conference thoroughly examined the German contentions which it totally rejects and upholds the Commission's decisions, which, it specifically points out, are intended to rectify the contraventions of the Peace Treaty.

## MARINE CABLES.

BRITISH AND FRENCH POINTS OF  
VIEW.

LONDON, January 3rd.

It is learned that the British and French General Staffs have agreed on the subject of German disarmament, except on the question of the time to be allowed for the abolition of German Volunteer formations. Field-Marshal Wilson being of opinion that their disappearance should not be so rapidly carried out as Marshal Foch desires. The most important centres of Volunteers are East Prussia and Bavaria, and there is reason to fear Bolshevism in both places, and British opinion is that the presence of Volunteers there at present is quite legitimate. The exact time-limit for their dissolution must be discussed at an early conference of the British and French Premiers.

The British are decidedly of opinion that the article of the Peace Treaty dealing with the disclosure of German secrets as regards explosives and chemical products has not been satisfactorily carried out. This is a most important matter, but it is premature to discuss the steps contemplated.

INDIAN EXTREMISTS.  
TO BOYCOTT DUKE OF  
CONNAUGHT'S VISIT.

MADRAS, January 3rd.

The National Congress has passed a resolution expressing sympathy with Ireland's struggle for independence and also denouncing the Imperial Government's Indian exchange policy, demanding that the British Treasury shall compensate Indians for the enormous loss in export trade which is alleged to have been involved, and declaring that importers, dealers and merchants interested in British goods would be entirely justified in refusing to complete their contracts at the present exchange rates.

The Congress also passed a resolution boycotting the Duke of Connaught's visit.

## FALL IN PRICES.

## MOVEMENT IN NORWAY.

CHRISTIANIA, January 3rd.

Prices in Norway are now lower than at the time of the Armistice. Taking the prices in 1891 as 100, prices during December dropped from 496 to 349.

## LATEST CABLES.

WAR FINANCE CORPORATION  
PRESIDENT WILSON OPPOSED TO  
REVIVAL.

WASHINGTON, January 3rd.

President Wilson has vetoed the resolution reviving the War Finance Corporation on the ground that the corporation was created as a war measure, and although the war has technically not come to an end it has actually ended.

The Senate immediately re-passed the measure, and it is expected that the House of Representatives will do the same.

President Wilson, on vetoing the resolution, predicted an improvement in post-war conditions in the United States and abroad following "the secure establishment of a just peace in the world."

## NAVAL HOLIDAY.

SENATE COMMITTEE DISCUSS MR.  
BORAH'S RESOLUTION.

WASHINGTON, January 3rd.

The Senate Foreign Relations Committee discussed Senator Borah's resolution in favour of negotiations between the United States and Great Britain and Japan with a view to the reduction of the naval programme. There was a considerable sentiment in favour of including France and Italy in the negotiations, but a decision was deferred.

The Foreign Relations Committee will meet again on January 5th. The members are of the opinion that the resolution will not be acted on for some time. The Committee, in the meantime, are gathering information.

SPANISH STEAMER LOST.  
200 PASSENGERS ON BOARD.

MADRID, January 3rd.

The Spanish steamer *Santa Isabel* is a total wreck on the coast off Villa Garcia, near the island of Salvora. It was coming from the Canaries with 200 passengers and crew.

The coastal boats searched for survivors, and have so far landed 40.

## LATER.

Forty-five *Santa Isabel* survivors have been landed, including the captain, who was unconscious. It is officially stated that 200 passengers were on board. It is intended to tranship the survivors at Cadix for Buenos Aires.

## SOVIET "AMBASSADOR."

SURRENDERS TO LABOUR  
DEPARTMENT.

WASHINGTON, January 3rd.

The Soviet "Ambassador" Mr. Martens has surrendered to the Labour Department and will probably be deported via Stockholm, or Liban, on the steamer *Stockholm* which is sailing for Gothenburg on January 22nd. He will be accompanied by his whole staff, about 40.

## PERTH PEARLERS.

## EMPLOYMENT OF JAPANESE.

PERTH (W. AUSTRALIA), Jan. 3rd.

At the annual meeting of the Broome Pearl Fishers Association it was decided to ask the Federal State authorities to take action to prevent the employment of over 50 per cent. of Japanese aboard any pearling lugger.

## EARLIER CABLES.

INTER-EMPIRE EMIGRATION.  
WORK OF OVERSEAS SETTLEMENT  
COMMITTEE.

LONDON, January 3rd.

Commenting on the "opportunities" of inter-empire emigration, the *Westminster Gazette* dwells on the work of the Overseas Settlement Committee which aims at securing a more equitable distribution of the man-power of the Empire, thus assisting the materialisation of the Imperial and Dominions Governments' wishes to preserve the resources of the Empire for Britishers.

Twelve thousand free passages for approved emigrants have already been issued, making a total up to the present of 22,000, of which 7,949 were for Canada, 6,075 for Australia, 3,650 for New Zealand, 1,349 for South Africa, 449 for British East Africa and 246 for Rhodesia.

REPRISALS IN IRELAND.  
"FORMAL ACT OF WAR."

LONDON, January 3rd.

General Strickland's order for the burning of houses at Middleton as the first official reprisals is described as a formal act of war, and is generally accepted as necessary if unpleasant.

While the *Daily News* denounces it as "a savage outrage on human decency," the *Westminster Gazette* "learns with dismay that the mantle of military authority is to be spread to reprisals." It is noteworthy that the Radical newspaper, the *Manchester Guardian*, describes the burnings as "an entirely new but much more creditable procedure, admittedly rough and ready, but at least not indiscriminate and carried out openly by authority." It adds: "If this shows what can be done by a man of character who means to be obeyed, and if the same method be persisted in and punishment inflicted only where it is ordered and believed to be deserved, the word 'reprisal' will acquire a new meaning and the horrible scandals attaching to it will end."

FINANCIAL CONDITIONS IN  
AMERICA.FEDERAL RESERVE BOARD'S  
REPORT.

NEW YORK, January 3rd.

The Federal Reserve Board's monthly statement, reviewing business and financial conditions, says further progress in business readjustment has been a characteristic feature of the commercial and industrial development during December. The readjustment was accompanied by a further decline in prices, bringing an 8½ per cent. increase in unemployment and resulting in reductions in business activity varying from 40 to 75 per cent. above normal. This affected labour unfavourably, wage reductions reaching 20 to 25 per cent., accompanied by a shrinkage in demand. There has been a decrease in export trade, but banking power has been well maintained. There has been little change in the raw silk market. Some mills have resumed operations, but the improvements are by no means general.

CARGO PILFERING SCANDAL.  
SERIOUS POSITION REVEALED.

LONDON, January 3rd.

The London Chamber of Commerce is most disappointed at having received no more than a formal acknowledgment of their request to the Home Secretary to receive a deputation with regard to pilfering in transit, which continues at an alarming rate. The Committee intends to raise the matter in the House of Commons.

It is stated that Lloyd's passed claims for losses totalling £500,000 last year. A member of a leading shipping line has said that most remarkable statistics have been received from Australia and New Zealand, showing that rates of pilferage and shortage there amounted to from 8d. to 15s. 10d. per ton of goods handled, as compared with the pre-war average of 1½d.

UNEMPLOYMENT IN FRANCE.  
IMMEDIATE RELIEF CAMPAIGN  
IN VIEW.

PARIS, January 3rd.

Unemployment in France is exercising the Government. The question was discussed at a special Cabinet meeting which empowered the Minister of Labour to inaugurate an immediate relief campaign. Short time has already been introduced in a number of industries, notably metal, silk and paper. The Archbishop of Paris has taken the unusual step of issuing a Pastoral recommending the unemployed to the benevolence of their more fortunate brethren.

## SECOND TEST MATCH.

## ENGLAND'S MODERATE SCORE.

MELBOURNE, January 3rd.

In the second Test match, England's first innings closed for 251, Hobbs making 125 and Hendren 67. Gregory took seven wickets for 39 runs.

England followed on and had scored 76 for the loss of five wickets at the close of the day's play.

## ROTTERDAM TOWN HALL.

LARGEST SET OF BELLS  
INSTALLED.

LONDON, January 3rd.

The *Times* correspondent at Rotterdam says that the building of the new Rotterdam Town Hall, begun in 1914, has been completed. The tower contains the largest carillon installed anywhere during the last century and the most perfectly timed in Europe.

ARMED ROBBERIES IN  
KOWLOON.DASTARDLY ATTACK UPON A  
PORTUGUESE LADY IN FLAT—  
VICTIM WOUNDED BY DAGGER.

A sensational and daring armed robbery took place, yesterday, in broad daylight, about 2.30 p.m., in 1, Saifee Terrace, Kowloon. A Portuguese lady, Mrs. Gomes, wife of Mr. T. F. Gomes, of the Hongkong and Whampoa Dock Co., Ltd., who was the sole occupant of the flat at the time, was seriously wounded about the face and hands by two robbers who obtained entry into the flat by the ruse that they wanted to deliver a letter to her.

Mrs. Gomes was alone in the flat at the time. Mrs. Gomes, who is employed at the Hongkong and Whampoa Dock Company's Office, having left to return to his work. Mrs. Gomes's apartment had been sent on an errand. Mr. and Mrs. Gomes occupied the ground floor in No. 1, Saifee Terrace, Nathan Road. It is stated that when the robbers knocked at the door of the flat there was a richina coolie waiting for a fare not far away. Mrs. Gomes answered the knock, but, before opening the door, enquired who it was knocking. She was told that it was a messenger with a letter. Mrs. Gomes opened the door, when one of the robbers wedged himself into the doorway to prevent Mrs. Gomes from closing the door and another rushed in, pulled out a dagger and threatened to kill the lady if she raised an alarm.

Mrs. Gomes pluckily made an attempt to wrest the dagger from the robber's hand, and was badly cut about the wrist of the right hand in consequence. The resistance offered by Mrs. Gomes seemed to have enraged the robbers, as one of them is said to have thrust a dagger in Mrs. Gomes's mouth, when she attempted to shout for assistance.

Mrs. Gomes, however, continued struggling and eventually succeeded in setting herself free from the clutches of the ruffians. In spite of her injuries she mustered up strength to run out of the house and call for help, which made the robbers deem it advisable to take to their heels.

The neighbours came out, and in a moment there was a pandemonium of police whistles, screams shrieking and jabbering, and others rushing to the assistance of the wounded lady.

The robbers, however, succeeded in making good their escape. It is stated that they ran in the direction of Austin Road and disappeared. If so, then they must have made their way towards Canton Road.

## FURTHER DETAILS.

Careful enquiries made last night revealed some details of the robbery, which will prove of considerable assistance to the police in tracing the culprits. First in importance is the fact that when questioned by Mrs. Gomes as to who was knocking at the door and why, before she opened the door, one of the robbers said that he had a letter for her from "Fee Gomes" from the docks. "Fee" (Chinese for "Fatty") Gomes is the nickname by which Mr. T. F. Gomes is known to his intimate friends or those working with him in the Hongkong and Whampoa Dock Co.'s Office in Kowloon. Obviously, then, the robbers knew someone who was well acquainted with Mr. Gomes. Another point of importance was the fact that the robbers evidently knew that Mr. Gomes had received his pay only the day before, and had not had time to send it to the bank or disburse it in any other way.

The robbers had built their plans upon the assumption that the sight of a dagger would intimidate Mrs. Gomes into action, and they would then have gone through the boxes and cupboards and searched for the money. No sooner had Mrs. Gomes opened the door than one of the robbers rushed at her and threw her down and pinned her to the floor, at the same time brandishing his knife in her face and threatening to kill her if she made any attempt to call for assistance.

The other robber, according to Mrs. Gomes, stood guard at the door, almost on the threshold. The robbers had, however, a disappointment in store for Mrs. Gomes, in spite of the knife at her throat and the robber holding her down, struggled gamely and set herself free, but not before she was wounded in the face and hands. Once free she had the presence of mind to run out of the house and the robbers followed suit, forgetting the dagger in their precipitate flight.

One of the robbers also left one of his shoes in the house and the other about a hundred yards from the door.

A Pami gentleman living next door is alleged to have seen the men running away and as he happened to be on his bicycle at the time, followed them up, but was unable to keep them in sight as they took short cuts over hilly ground and made themselves scarce.

Mrs. Gomes was interviewed by our reporter last night, but could throw no further light on the incident. Mrs. Gomes, he said, was not so seriously wounded as at first was believed to be the case. She had, of course, had a terrifying experience. Although she showed the greatest bravery in the presence of the robbers, woman-like, she broke down when the danger was past, and is now suffering from nervous shock.

## VIEWS OF RESIDENTS.

A resident of Saifee Terrace to whom this incident was related informed a *Daily Press* reporter that he left Saifee Terrace, on his way to his office, about 2 o'clock or a quarter past two. He noticed two men lurking suspiciously about Saifee Terrace. They were both sturdy men with markedly bronzed faces and one bore rather prominent small-pox scars. They were both about the same height, about 5ft. 4in. One was dressed in a dirty greyish coat-shirt which seemed to have been slipped over a blue shirt. The other, who was slightly taller than his companion, was also attired in winter clothes.

Some residents of Saifee Terrace, interviewed by a *Daily Press* reporter, expressed themselves very emphatically about the inadequacy of police supervision in the neighbourhood. It was pointed out that in the daytime the only policeman to be seen was near the Dairy Farm office in Nathan Road, a distance of about 1,000 yards or so. The police arrived at the scene of the occurrence at least 20 minutes after the robbers had decamped. It is suggested that it would be well if a constable were stationed at the junction of Jordan Road and Nathan Road, particularly at this time of the year when robberies are almost of daily occurrence.

One resident also drew attention to the fact that many beggars frequent the locality; in fact they are always to be seen hovering round Saifee Terrace. Many of these are men of a more lusty type than those usually to be seen begging alms.

Further inquiries showed that petty thefts from the servants' quarters are by no means uncommon; in one case the servant's quarters had been broken into at least thrice. Obviously then, the residents think the police should make some better provision for the prevention of thefts.

A lady residing in one of the flats told our reporter that she had had occasion to turn away many persons with this addressed to mysterious people whom the bearers said lived in Saifee Terrace, but whom she knew not to be amongst the residents. She had noticed that these notes were addressed in ill-written script such as no European of average education would perpetrate. She had parleyed with these visitors from behind barred windows so that they could not have molested her if such had been their intention.

## OBITUARY.

## MR. JAMES MACDONALD.

We regret to learn that news has reached the Colony by cable from Melbourne of the death of Mr. James Macdonald, who had been the chief Government Marine Surveyor in Hongkong since 1902. He had been in the Government service twenty-eight years and was nearing the age when he would become entitled to retirement on pension. Some six months ago he went on leave, for reasons of health, to Australia and New Zealand, but the illness from which he suffered unhappily resulted in his death. The news will be received with regret by a wide circle of friends, and sincere sympathy will be felt for Mrs. Macdonald, who went to Australia with her husband, and with the members of the family—Mrs. Jocelyn, Miss Macdonald, and Mr. James Macdonald (son).

## "KEY" PERIOD OF LIFE.

Sir Alfred Peares Gould, lecturing at the Y.M.C.A. rooms in Aldersgate Street on Alcohol and Adolescence (in the "How to keep fit" series), said adolescence might be aptly described as the "key" period in the life of men and women. New and special powers were then discovered—powers of choice, judgment, and self-direction, and it depended on the right training of these powers whether a man or woman's life would be healthy, happy, successful, and useful, or the very reverse. Alcohol frustrated the cultivation of the finer qualities, both physical and moral, never helped to a clear, calm, or steady judgment or action.

## AUSTRALIA'S RISK.

## OBSOLETE SHIPS.

NO DOCKS FOR BRITISH FLEET IN  
THE PACIFIC.

Under these headlines the *Sydney Morning Herald* has the following:—

To-day all the cruisers of the Australian fleet are obsolete.

With the exception of the destroyers and submarines recently presented by the Imperial Government Australia has no up-to-date vessels.

In other words, Australia depends for its national protection entirely upon the British fleet. But in the Pacific Ocean to-day—bearing in mind Singapore, Hongkong, Colombo, as well as Australia, and of course, America, Japan and the United States—there is not a single dry dock or floating dock capable of accommodating battle-ships or battle-cruisers of the British navy.

## CRISIS POSITION.

Twelve years ago a United States fleet visited Australian ports. Those sixteen white ships left an indelible impression on the Australian people. They gave just that added stimulus which turned an almost decided policy into a definite resolution. Soon afterwards was laid the foundation of the Royal Australian Navy. The war during the interval since that time has aged our ships before the estimated date. The R.A.N. is almost obsolete, considerably reduced in important ships, and wants re-equipment. It was announced from New York last month that following upon some grand manoeuvres in the Pacific of the American Atlantic and Pacific fleets early next year, the American Pacific fleet may visit Australia and New Zealand during the coming winter. Will history repeat itself in Australia? Will the visit of a modern battle fleet—that of the strongest naval power in the Pacific—revive again a national sentiment in the Commonwealth for adequate naval preparation?

Australians may well be grateful to America if it does. What is the present position? Not only is the centre of gravity of the world's naval power moving to the Pacific, but the naval armament rivalry of the old world is appearing here too. We cannot, however hard we strive, be indifferent to the menace which springs from the growing might of Japan, especially when accompanied by sharpening difference with America.

We have acquired new Pacific possessions, ex-German territory, which brings Australia's boundary to the equator. Japan has acquired other ex-German territory, which stretches her sovereignty also to the equator, meeting us there. Moreover, we are seeking to spread the White Australia policy over this new territory. Japan is, of course, being Britain's ally, but the White Australia policy is own brother to the Californian policy over which Japan is now conducting a diplomatic dispute with America.

What do we rely on to defend our White Australia policy, our vast and growing maritime trade, our most vulnerable coastline, our very existence? We all know the answer—the British fleet and the united force of the British Empire. If the British Navy ceased to protect us and our White Australia policy our independence would not last more than a few weeks. The danger of Australia apart from Britain's protection is as real now as it was when we first resolved to build our own fleet towards self-defence, as a proud people should.

We exhausted ourselves during the war in our effort to play our full part in the Empire's just fight. Because of that game and sustained effort, our people made, our present exhaustion financial and otherwise is rather an unknown than an approach upon us. But the peace we all believed we had won does not seem assured yet. We cannot abandon our pre-war defence policy and the Australian navy. If we look to the British fleet to protect us in our present defenceless state, should we, pleading exhaustion, stir no hand to aid that outside protection? If we cannot afford to build a modern battleship or battle cruiser in contribution to the protecting fleet, can we not at least build an adequate dry dock? For the British fleet, which from the other side of the world mounts guard over us, there is no sufficient dry dock or floating-dock in this ocean. This is no newly-discovered fact, but that it remains unheeded grows ever more dangerous.

The Admiralty's docking facilities at the Cape of Good Hope, at Singapore, and at Hongkong are all insufficient. "Singapore," said Admiral Jellicoe, in describing the Eastern fleet, which he wished to see created, "is undoubtedly the naval key to the Far East, and Colombo is only second in importance to Singapore. Early expenditure is most necessary to enable these bases to cope with the docking of, and repairs to, modern capital ships." But we want a dock in Australia too.

Financially, the fact may be unfortunate, but, as Lord Jellicoe says, "The big capital ship is still the strongest form of engine of war which exists for operating on the sea. Millions of tons of cargo, and, in time of war, also of men and stores, are carried in ships, and until some other means of carrying these millions of tons over or under the ocean have actually materialised, it is imperative for the British Empire to retain command of the surface of the sea." The country whose last capital ships and their complementary units are not contained or held by similar units, enemy's ships, and these vessels, sweep the enemy's ships and seaboard trade off the sea.

That is why the British fleet fleet protects us as submarines and aeroplanes alone never can. We have probably the most vulnerable coastline of any nation in the world, and nothing of our own to protect it. We must at least aim now at docking ships of the British fleet which perform that duty for us.







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keep you healthy. At All Chemists.

**BATTLESHIP OR SUBMARINE.****SIR PERCY SCOTT ON JUTLAND.**

The Gold and Silver Wyre Drawers Company gave a dinner on November 22nd at the Hotel Cecil to meet the Lord Mayor and Sheriff. The Master of the Company (Sir Harry S. Foster) presided.

Admiral Sir Percy Scott, replying on behalf of the Navy to the toast of "The Imperial Forces," said there were two questions concerning the Navy. One school thought that the battleship was a good thing to have and another, that the battleship was not any good. Early in 1914 he was of the school who thought that the battleship was of no use, and he emphasized to the Admiralty and the Press that the submarine had dominated the battleship. This proposition did not meet with favourable reception either from the Admiralty or from the Press, and they condemned him very generally, but it had not affected him very much. There were some admirals of a rather antiquated type who knew nothing about the submarine or the torpedo. But when we had been at war a few months both the Admiralty and the public found that the torpedo and the submarine were not toys. Now they were discussing whether they should have battleships. The Japanese were building battleships of 35,000 tons, and the Americans were doing likewise. He lunched a couple of days ago with the head of the Construction Department of the Admiralty, and found him an advocate of the big battleship. This official told him that he was building a battleship that could not be sunk by a torpedo. He was afraid he was rather rude to him, because there was no limit to the size of the torpedo. They could put into the head of a torpedo half a ton of T.N.T. He therefore maintained that the battleship was gone. The Admiralty were very anxious to pursue their old policy of building so many ships of one type and another, whether they were useful or not. He told the Admiralty the other day he did not think the country would be agreeable to the spending of seven million pounds on a battleship that could be sunk by one torpedo. He was convinced that they would never get the battleship in again. A large number of people who were not at the battle of Jutland were discussing now what Jellicoe ought to have done. If he happened that Jellicoe discussed with him before that battle what he was going to do in a big battle, and as he agreed with Jellicoe, naturally he would not talk about it. Whatever Jellicoe did, the Germans came out for the battle of Jutland, and they went home and never came out again except to surrender.

**U.S. ADMIRAL ON JUTLAND.****GERMAN MORAL SMASHED.**

Lord Lee of Fareham presided at the annual Armistice Day dinner of the English-Speaking Union, at the Hyde Park Hotel, Knightsbridge.

The American Ambassador (Mr. J. W. Davis) said the thing that had struck him most on his recent visit to America was the extent to which the war itself had receded in the national consciousness and the individual memory. The past two years, with their stress and difficulty, had removed the war as an indefinite distance, but the silence of that day was felt throughout the world. In London they had paid their supreme tribute to the men who had wrought the great deed and made the great sacrifice for this generation and those that were to follow. There was a feeling of oneness throughout the world—the feeling, in the words of Confucius, that "all men within the seven seas are brothers." There was in the mind of every man the desire, the conviction, and the purpose that the world should, by his exertions, as well as by the exertions of others, be a better world than ever it was before. They had been told that the two past years had been years of recession, of failure, and not of success. He denied it. Who would not say that the world was not happier than it had been? Without discussing political conditions in America or anticipating the policy that would obtain there in the near future, he would give them this assurance—that the ideas he had expressed lived in the minds of the people of America, and that no purpose was farther from their thoughts than to avoid doing their share in the great work that lay before humanity in its advance. (Cheers)

Rear-Admiral Niblack, the new Naval Attaché to the American Embassy in London, in responding to the toast of "The American Forces," said that it might be stated that whatever else the loudly called for post mortem of the Battle of Jutland might reveal, the fact remained that the German High Sea Fleet stayed in its hole, with its moral and material smashed, and the Grand Fleet did it remaining stronger and even better prepared to administer the final coup de grace if the German Fleet emerged again. He spoke of this matter because they had in America recently gone through a long, voluminous, and costly investigation of their own Navy, only to demonstrate that the British Fleet "at the rat hole" was what enabled their Navy to turn its whole energy into organizing all its forces to meet the under-sea issue which had been precipitated by unrestricted sinkings.

What was the first answer of the Allied navies to that unrestricted sinking? The tentative answer was patrolling the areas of submarine operations, but this was only a palliative. The real reply was the convoy system, supplemented by every known device, as well as many new ones, against the submarine, including even the laying of mine barrages. Each method accounted for at least one enemy submarine, but the outstanding fact, in his opinion, was that the depth charge did more to demoralize the submarine attack than any other one factor. For it profoundly shook the moral of the submarine crew, already on the decline from losses inflicted by other means.

**NOTICES TO CONSIGNEES****AMERICAN AND MANCHURIAN LINE.**

NOTICE TO CONSIGNEES.  
FROM NEW YORK.

**THE Steamship****"MESOPOTAMIA"**

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf, & Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after Jan. 4th, 1921, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before Jan. 11th, 1921, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on Jan. 4th, at 10 a.m. by the Company's Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, December 29th, 1920. [143]

**"HEN" LINE OF STEAMERS****NOTICE TO CONSIGNEES**

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

**The Steamship "BENVOLIO"**

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf, & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Jan., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th Jan., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Jan., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hongkong, January 3rd, 1921. [146]

**NOTICE TO CONSIGNEES**

The Steamship "BORNEO MARU"

FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Jan. 3rd.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Jan. 9th, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before Jan. 18th, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Jan. 8th, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, January 3rd, 1921. [167]

**P. & O. S. N. CO.**

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DILWABA," Captain Babu, carrying His Majesty's Mail, will be despatched from this Port on or about TUESDAY, the 11th, JANUARY, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—  
**MACKINNON, MACKENZIE & CO.,**  
Agents,  
Hongkong, January 4th, 1921. [175]

**WEATHER REPORT**

January 3rd, at 31.40.—Warning to East Coast Ports and Hongkong:—N.N.E. gale in Formosa Channel.

January 4th, at 11.53.—No returns from Japanese stations.

Pressure has decreased slightly at Vladivostok, and increased slightly at other reporting stations.

A strong anti-cyclone is central over S.E. Mongolia.

Fresh monsoon may be expected along the east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches. Total since January 1st, 0.11 inches against an average of 0.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction: Forecast: Hongkong to Gap Rock. N. wind, strong, cloudy at first, clearing later.

Formosa Channel. The same as No. 1. South coast of China between the same as No. 1. Hongkong and Lamook. The same as No. 1. South coast of China between the same as No. 1. Hongkong and Hainan. The same as No. 1.

**INDO-CHINA****STEAM NAVIGATION COMPANY (LIMITED).****SAILINGS SUBJECT TO ALTERATION**

SHANGHAI & KORE. "FUKUJANG" Thurs. 6th Jan. Dlight. SHANGHAI & THURAU via SWATOW. "HOPPA" Thurs. 6th Jan. Dlight. MANILA. "LOONGJANG" Fri. 7th Jan. 3 a.m. SHANGHAI. "WAISING" Sat. 9th Jan. Dlight. HAIPHONG via HOIHOW. "TAKSANG" Wed. 13th Jan. 10 a.m. SINGAPORE & PENANG. "KUMSANG" Wed. 13th Jan. 9 p.m. STRAITS & CALCUTTA. "LAISANG" Tues. 18th Jan. 9 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Suez and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday, calling at Hongkong and Swatow.

HAIPHONG LINE.—Sailings approximately every five days between Hongkong and Haiphong, calling at Swatow and Samsat.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Data.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

**CALCUTTA LINE.**

s.s. "KUMSANG" will be despatched on or about Wednesday, Jan. 12th, for SINGAPORE and PENANG.

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS, and DUTCH EAST INDIES.

s.s. "LAISANG" will be despatched on or about Tuesday, 18th, Jan. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 211.

**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.-STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**

Vessel	Leaves Hongkong	Discharge
"GLENLUCH"	about 20th Jan.	Genoa, London & Rotterdam.
"GLENADE"	about 12th Feb.	London, Antwerp & Rotterdam.
"GLENARA"	...	...
"GLEYAMOY"	...	...

**HOMEWARDS.**

Vessel	Leaves Hongkong	Discharge
"GLENLUCH"	about 20th Jan.	Genoa, London & Rotterdam.
"GLENADE"	about 12th Feb.	London, Antwerp & Rotterdam.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Tel. No. 21 sub 5 or 23 and 2696.

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Cable Address

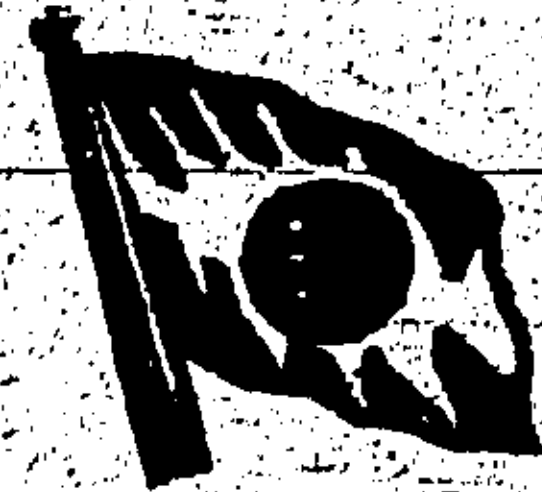
Kawasaki, Kobe.

Bentley's A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Economy

2844, 2833.

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . . . Y20,000,000.

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUURA.

Managing Director: Mr. MATSUYAMA.

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—  
Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 8,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

**KAWASAKI KISEN KAISHA,**

No. 8, Bldg., Kobe.

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## SHIPPING NEWS

## ARRIVALS.

January 3rd.  
Shanghai, Chinese str., 207 tons, Capt. G. A. de Souza, from K. C. Way, with a general cargo.—To On S.S. & Co.  
Nodogaura Maru, Japanese str., 713 tons, Capt. Katsuragawa, from Bangkok, with a general cargo.—Y.K.K.

January 4th.  
Asia, Chinese str., 688 tons, Capt. A. Laihovetaky, from Swatow, with a general cargo.—Hung S.S. & Co.  
Chefoo, Chinese str., 645 tons, Capt. Wilks, from Tourane, with a general cargo.—

Hung Shun, British str., 5,000 tons, Capt. Gordon, from Melbourne, with a general and frozen cargo.—P. & O.  
Haiching, British str., 1,387 tons, Capt. Stewart, from Swatow, with a general cargo.—D.L. & Co.

Kishan Maru, Japanese str., 1,004 tons, Capt. Takata, from Canton.—Dodwell & Co.  
Koon Shing, British str., 1,333 tons, Capt. Palmer, from Canton, with a general cargo.—J.M. & Co.

Nanking Maru, Japanese str., 2,133 tons, Capt. Satoh, from Singapore, with a general cargo.—O.S.K.  
Peking Maru, Japanese str., 1,688 tons, Capt. Yoshida, from Shanghai and Swatow, with a general cargo.—N.Y.K.

Shanghai, British str., 1,500 tons, Capt. E. Monkman, from Canton, with a general cargo.—B. & S.  
Tanya Maru, Japanese str., 13,388 tons, Capt. Y. Maki, from Manila, with a general cargo.—T.K.K.

Tungchow, British str., 1,950 tons, Capt. Harris, from Shanghai, with a general cargo.—B. & S.  
Winton, American str., 4,049 tons, Capt. Smith, from Cobu.—Admiral Line.

## CLEARANCES.

January 4th.  
Benbow, for Yokohama.  
Bosuto Maru, for Shanghai.  
Chikang, for Hoihow.  
Eastern, for Kobe.  
Haiching, for Foochow.  
Haidi, for Bangkok.  
Kam Yung Fat, for Hoihow.  
Koon Shing, for Shanghai.  
Kui Choo, for Canton.  
Loi Sang, for Haiphong.  
Metcro, for Shanghai.  
Peking Maru, for Canton.  
Shanghai, for Canton.  
Shanghai, for Kobe.  
Shanghai, for Saigon.  
Shanghai, for K. C. Wan.  
Tungchow, for Saigon.  
Tungchow, for Canton.

## PASSENGERS.

Per s.s. *Hotelling*, on January 4th.—Mr. and Mrs. Kelly, Mr. F. Byth, Mr. van Ysera and Mr. van der Steen.  
Per s.s. *Eastern*, on January 4th.—Paymaster-Commander A. W. Eldon, Messrs. B.N. Miss Bindebeck, Miss Bavin, Miss Baker, Miss Christensen, Dr. and Mrs. Cleandine, Mrs. Myers, Mrs. Spitz, Mr. Decker, Miss Decker, Mr. Emanuel, Miss Brander, Mr. Ronsall, Mr. Partner, Miss C. and E. Cameron, Miss Crush, Miss G. Coldham-Fussell and Dr. and Mrs. Matthews.

Per s.s. *Tanya Maru*, on January 4th, from San Francisco.—Miss S. Anderson, Miss M. T. Allen, Mr. Roy L. Baber, Mr. Fred P. Brower, Miss Louise Brewer, Mrs. A. H. Carpenter, Miss P. Carpenter, Mr. D. T. Fullaway, Mr. and Mrs. F. W. Kettelman, Mr. and Mrs. J. H. Mody, Miss M. Packard, Miss V. Packard, Mrs. B. Russell, Mr. and Mrs. C. Russell, Mrs. A. H. Williams, from Japan: Mrs. G. H. Deane, Mr. O. H. Hubbard, Mr. H. W. Kelly, Mr. and Mrs. M. Worthing, from Manila: Mr. H. M. Bone, Mrs. L. Barnes, Mr. T. Burthe, Mr. E. F. Burah, Mr. and Mrs. E. H. Chambers, Mr. and Mrs. H. L. Daniels, Mr. W. N. Knstrom, Mr. H. Fearon, Mr. L. Goldman, Mr. K. A. Gabriel, Mr. M. H. Hum, Lieut. E. P. Hart, Mr. J. G. Hanning, Mr. M. S. Holladay, Mrs. B. A. Johnston, Miss E. Johnston, Miss M. Johnston, Mr. E. Johnston, Mrs. E. L. Lee, Mr. and Mrs. T. H. McConnell, Miss E. E. Matherson, Dr. G. E. May, Mrs. N. L. Russell, Miss T. Russell, Mrs. B. Russell, Mrs. C. F. Speke, Capt. G. W. Twomey, Mr. J. P. C. E. Waterman and Mr. F. L. Worcester.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Atsuta Maru* (European line) left Shanghai on January 3rd, and is expected here on January 8th.

The N.Y.K. s.s. *Yokohama Maru* (European line) left Singapore on January 3rd, and is expected here on January 8th.

The s.s. *Melville* arrived at Yokohama on January 3rd, and is due at Hongkong on January 20th.

The s.s. *Wakino* left Shanghai on Jan. 4th, and is expected here on January 7th, at daylight.

The B. I. and Apeal Line s.s. *Euryalus* left Amoy for this port on the 3rd inst., and is due to-day at daylight.

## VESSELS EXPECTED.

*Atsuta* due January 8th.  
4th *Maru*, from Australia, due January 19th.  
*Archies* due January 9th afternoon.  
*Atsuta Maru*, due January 8th.  
Cap. Finisterre (N.Y.K.) from Liverpool, due January 28th.

*Duquesne* from New York, due February 2nd.  
*Euryalus*, due February 5th.  
*Edmore* from Seattle, due January 24th.  
*Empress of Asia*, due about January 8th.  
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## CP &amp; OS

## HONGKONG TO VANCOUVER

via Shanghai, Nagasaki, Kobe & Yokohama.

*EMPEROR OF ASIA* Jan. 7, Jan. 31  
*EMPEROR OF JAPAN* Jan. 18, Jan. 18  
*EMPEROR OF RUSSIA* Jan. 28, Feb. 28  
*EMPEROR OF ASIA* Mar. 15, Apr. 5  
*EMPEROR OF RUSSIA* Apr. 7, May 1  
*EMPEROR OF JAPAN* Apr. 28, May 18  
*EMPEROR OF ASIA* May 17, June 7  
*EMPEROR OF RUSSIA* May 24, June 13  
*EMPEROR OF ASIA* June 14, July 4

Passengers to Europe are conveyed to the coast of North America by the fastest route, and the date of arrival at Vancouver is guaranteed. The date of departure from Hongkong is also guaranteed. The date of arrival at Vancouver is also guaranteed. The date of departure from Hongkong is also guaranteed.

For Freight and other information apply to HONGKONG OFFICE Telephone 1011. 11, Colindale Ave., CANADIAN PACIFIC OCEAN SERVICES.

## CHINA MAIL S.S. CO., LTD.

## FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,300 Tons

SAILING FROM HONGKONG for SAN FRANCISCO via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" Feb. 25th S.S. "NANKING" Jan. 12th S.S. "NILE" Jan. 24th

SAILING FROM HONGKONG for MANILA

S.S. "NANKING" March 18th

SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA" Feb. 7th S.S. "NILE" April 3rd

## AN UNSURPASSED HIGH-CLASS-PASSENGER-SERVICE

C. T. SURRIDGE, Agent, FREIGHT & PASSENGER AGENT, Prince of Wales, 101, Queen's Road, HONGKONG.

Telephone 1011. 11, Colindale Ave., CANADIAN PACIFIC OCEAN SERVICES.

## JAVA-CHINA-JAPAN LINE.

## REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Strikes From On or About On or About For

CHILDAR -- JAVA 4th Jan. 11th Jan. JAVA

TJILATJAP -- AMOY 25th Jan. 25th Jan. BELAWAN, DEIL, JAVA

HAIYANG -- JAVA 25th Jan. 31st Jan. JAVA

Wireless Telegraphy. The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All members carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the Agents.

YORK BUILDING FIRST FLOOR Telephone No. 1074.

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## DODWELL &amp; COMPANY, LD.

## STEAMSHIP SERVICES.

Regular Sailings to NEW YORK & OR BOSTON

via Suez & Panama Canal at Owners' Option.

S.S. "HONGKONG CASTLE" about end of January

LLOYD TRIESTINO

S.S. "PIRENA" on or about January 10th.

S.S. "HUNGARIA" on or about January 20th.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo, on, through bills of lading for LEBANT, BLACK SEA & DANUBIA PORTS.

via SINGAPORE, PENANG & COLOMBO

S.S. "NIPPON" sailing on or about January 16th.

S.S. "PIRENA" on or about February 6th.

S.S. "HUNGARIA" on or about March 3rd.

Passenger's Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "HOKUTO MARU" sailing on or about January 20th.

S.S. "SAMARANG MARU" sailing on or about February 7th.

For JAVA

S.S. "RIONUN MARU" sailing on or about Jan. 2nd.

S.S. "MACASSAR MARU" sailing on or about Feb. 4th.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Swampy/Saltwater Steamships. Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo or through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CAPE TOWN.

In conjunction with the

INDOCHINA STEAM NAVIGATION CO., LTD.

AND APGAR LINES.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD.

Agents.

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N. Y. K.

NIPPON YUSEN KAISHA

SAILING FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (calling Manila) Wednesday, 26th Jan., at 11 a.m.

TAJIMA MARU Saturday, 29th Jan., at 11 a.m.

SUWA MARU Saturday, 13th Feb., at 11 a.m.

FUSHIMI MARU (calling Manila) Wednesday, 9th Mar., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

ATSUTA MARU Friday, 7th Jan., at 11 a.m.

SHIZUOKA MARU Monday, 24th Jan., at 11 a.m.

KAGA MARU Friday, 4th Feb., at 11 a.m.

YOKOHAMA MARU Friday, 13th Feb., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

TSUBUGA MARU Wednesday, 12th January.

LIEBON MARU Sunday, 8th February.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 18th Jan., at 11 a.m.

AKI MARU Tuesday, 15th Feb., at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via CAPE.

BOMBAY & COLOMBO via Singapore.

BANGKOK MARU Tuesday, 11th January.

KAWACHI MARU Wednesday, 26th January.

CALCUTTA & RANGOON via Singapore & Penang.

TAKAKA MARU Saturday, 6th January.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Thursday, 20th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YOKOHAMA MARU Sunday, 9th Jan., at 11 a.m.

KANAGAWA MARU Monday, 10th Jan., at 11 a.m.

TOTOMI MARU Monday, 10th Jan., at 11 a.m.

KUMANO MARU Sunday, 10th Jan., at 11 a.m.

TAMBA MARU Friday, 21st Jan., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 223 & 223.

S. YAHUDA, Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Does to America

Does to East

S.S. WEST HIXTON About Jan. 30th 1921.

S.S. WEST HIXTON About Feb. 1st 1921.

Through Bills of Lading to all U.S. and Canadian Overland Points via Transcontinental routes.

Shipwide connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.

Branch Office—Kobe, Shanghai, (Manila, Singapore).

Hongkong Office—Prince of Wales, 101, Queen's Rd.

Telephone No. 1002.

CHAS. E. RICHARDSON

General Agent for Hong Kong.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

(via Suez or Panama)

For NEW YORK

"GAELIC PRINCE" 20th January (via Panama).

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone 3165. St. George's Building.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"HWAH PING" January 13th.

"VICTORIA" February 10th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.,

Agents, 113, Connaught Road Central.

## VEREENIGDE NEDERLANDSCHE



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargoes carried on through Bills of Lading from HONGKONG to SHANGHAI, DELAGOA BAY, DURBAN (SOUTH AFRICA), PORT ELIZABETH AND CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Shipping Agents"ELLERMAN" LINE.  
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, ROTTERDAM &amp; ESBJERG (DENMARK)

"CITY OF FLORENCE" 7th Feb.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Rime &amp; Co., Canton.

THE BANK LINE, LTD.

General Agents.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

From	Steamer	To	Day
AMOI, SHANGHAI & FUKOW	"SHANTUNG"	On 5th Jan.	D'light.
SWATOW & SINGAPORE	"LIANGCHOW"	On 6th Jan.	10 A.M.
SHANGHAI	"SINKIANG"	On 6th Jan.	Noon.
SOUBARAYA	"TAIKOOYAN"	On 6th Jan.	Noon.
HAIPHONG	"EDITH"	On 7th Jan.	4 P.M.
SHANGHAI & THINGTOW	"NINGPO"	On 7th Jan.	Noon.
SWATOW & BANGKOK	"KANCHOW"	On 8th Jan.	Noon.
AMOI, SHANGHAI & FUKOW	"SZECHUEN"	On 11th Jan.	9 A.M.
SHANGHAI	"CHEKIANG"	On 12th Jan.	Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.  
Excellent Saloon Accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly). Taking cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodations for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOCHOW  
AND RETURN

(Occupying 9 to 10 Days).

"BAIHONG"	—	Capt. A. H. Stewart	THURSDAY, Jan. 6th at 12 Noon.
"BAIHONG"	—	Capt. W. C. Passmore	SUNDAY, Jan. 9th at 12 Noon.
"BAIHONG"	—	Capt. J. B. Thomson	THURSDAY, Jan. 13th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

"LADMOON"	—	via Suez	10th Jan.
"AGAMEMNON"	—	via Suez	22nd Jan.
"KENTUCKY"	—	via Suez	1st Mar.

\* calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON.P. & O. - BRITISH INDIA.  
APCAR AND EASTERN &  
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STEAMERS, JAVA, BURMA, ORIZON, INDIA, PERSIAN GULF, WEST INDIES,

MALAYAN, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"BREMEN"	11,500	10th Jan.	London.
"DULWARRA"	5,400	11th Jan.	Singapore, Colombo & Bombay.
"PIASSY"	7,248	13rd Jan.	Madras, London & Antwerp.
"DELTA"	8,000	14th Feb.	Madras, London & Antwerp.
"DUSSELA"	5,400	10th Feb.	Singapore, Colombo & Bombay.
"LAHORE" (Cargo)	5,300	19th Feb.	do.

## BRITISH INDIA - APCAR SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"KORVALIS"	2,600	1st Jan. 1 P.M.	Singapore & Penang.
"GEOFFREY APCAR"	4,700	15th Jan.	Calcutta via B'lore & Rangoon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"KANTHON"	4,000	10th Jan.	Singapore, Thursday Island.
"KANTHON"	7,000	16th Feb.	Cebu, Townsville, Brisbane.
"ST. ALBANS"	4,800	8th Mar.	Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

SS	Tons	From Hongkong (about)	Destination
"KANTHON"	4,000	10th Jan.	Shanghai & Japan.
"KANTHON"	7,000	16th Jan.	Shanghai & Japan.
"KANTHON"	8,000	17th Jan.	Shanghai & Japan.
"KANTHON"	8,000	17th Jan.	Shanghai & Japan.
"KANTHON"	8,000	17th Jan.	Shanghai & Japan.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by B.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Passage Mailing not later than 24th Jan. 2 P.M. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gumpson & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the date of arrival hereafter which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc. apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road, Central, HONGKONG.O. S. K.  
OSAKA SHOSEN KAISHA.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct

service via Singapore and Port Said.

"HAYRE MARU" — — — — Friday, 7th Jan.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN &amp; CAPE TOWN via SINGAPORE.

"PANAMA MARU" — — — — Sunday, 9th Jan.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" — — — — Friday, 7th Jan.

"KARADO MARU" — — — — Thursday, 20th Jan.

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly service.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA

via Manila and Shanghai. Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OVERLAND PORTS U.S. in connection with

Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" — — — — Friday, 14th Jan.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Colon Port.

"AMUR MARU" — — — — [Thursday] 27th Jan. 1921.

NEW ORLEANS LINE.

"HAMBURG MARU" — — — — Monday, 7th Feb.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

"NANKING MARU" — — — — Thursday, 6th Jan.

KEELING via SWATOW &amp; AMOI—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

TAKAO via SWATOW &amp; AMOI.

"BOHEU MARU" — — — — Thursday, 12th Jan.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,  
Tel. Nos. 744 & 745. No. 1, Queen's Building.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer | Arr. Hongkong from Australia | Lev. Hongkong for Australia

"TAIYUAN" | | 6th Jan. 3 P.M.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply

of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light

throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried.

Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents.

T. K. K.  
TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	MAVS HONGKONG
TENYO MARU	23,000	Jan. 13th.
SHINYO MARU	23,000	Feb. 7th.
↑ FUREIA MARU	23,000	Feb. 24th.
KORMA MARU	23,000	March 7th.
↑ SIBERIA MARU	23,000	March 18th.

↑ Calling at Dairen instead of Nagasaki.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA

CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA &amp; IQUIQUE.

Through by Trans-American Route to Buenos Aires.

STEAMERS	TONS	MAVS HONGKONG
KIYO MARU	17,900	Jan. 17th.
REIYO MARU	17,900	Feb. 1st.
ANTO MARU	18,700	March 12th.
SHIYO MARU	14,000	May 12th.

\* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 &amp; 2376.

Agents at Canton:

Messrs. T. M. GRIFFITH, LTD.

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## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KORE & YOKOHAMA	"ARMAND BEHIC" 10,000	On or about 16th Jan.
	"PORTHOS" 10,000	On or about 5th Feb.

MARSEILLES via SAIGON, HINGA, COLOMBO, DUELOU, SUEZ, PORT SAID	"ANDRE LEBON" 23,000	On or about 18th Jan.
	"PAUL LECAT" 20,000	On or about 31st Jan.

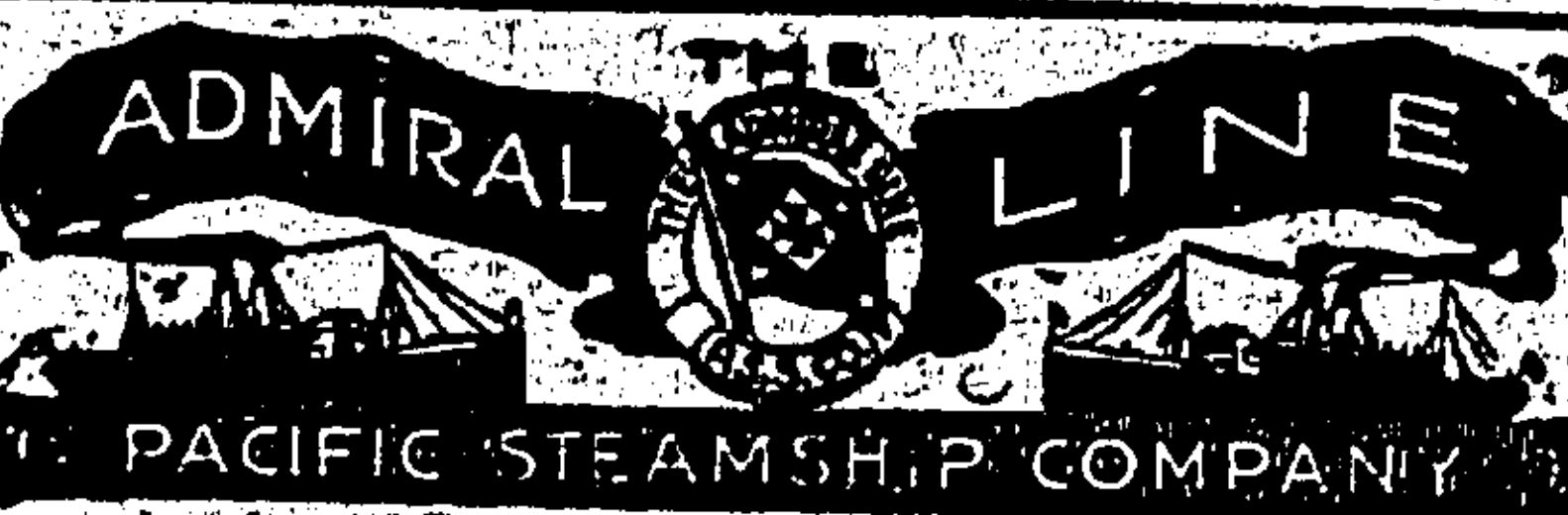
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

B. RODENFUSSE,

Acting Agent,  
Queen's Building.

Telephone 740.



## TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

## For SEATTLE, TACOMA, VICTORIA, &amp; VANCOUVER

(Calling at Shanghai and Dairen)

"CROSSKEYS"	—	About Jan. 6th.
"EDMORE"	—	About Jan. 26th.
"ELDRIDGE"	—	About Feb. 7th.
"WHEATLAND MONTANA"	—	About March 18th.
"CITY OF SPOKANE"	—	About March 28th.

\* Calling at Shanghai and Dairen.

## For PORTLAND direct.

(Calling at Kobe and Yokohama).

"MONTAGUE"	—	About Jan. 9th.
"ABERCOB"	—	About Feb. 7th.
"PAULET"	—	About Mar. 7th.
"COAKET"	—	About April 4th.

\* Through Bills of Lading issued in Combined Ocean-Bottom Service.

For Freight and Particulars apply to—

THE ADMIRAL LINE.

Telephone 2477 &amp; 2478. 7th Floor, Queen's Building.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE

Operating the new first-class steamers.

## "ECUADOR," "VENEZUELA" &amp; "COLOMBIA,"

## HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KORE, YOKOHAMA &amp; HONOLULU.

## THE SUNSHINE-BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

FOR SAN FRANCISCO.

## SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havre, Antwerp and North American ports.

For full information apply to—

PACIFIC MAIL S.S. CO.

Hotel Manding,  
Cable Address "PACIFIC"

Telephone 141

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